



Outreach and Visioning Workshop

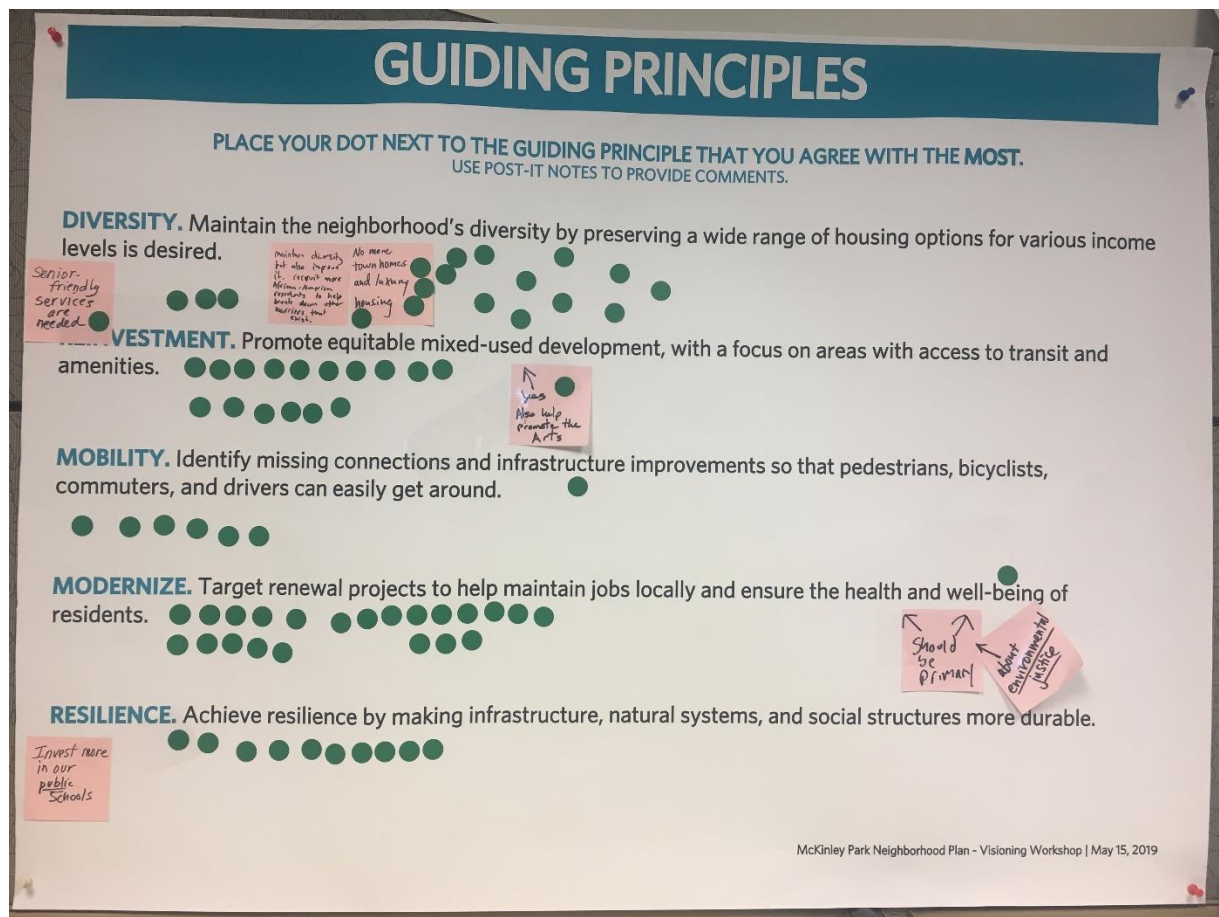
Introduction

On May 15, 2019, McKinley Park residents and stakeholders gathered to provide input on their neighborhood's shared community vision through an open house-style input process. The visioning workshop centered on six main topic areas: guiding principles for the community overall and more specific visions for equitable transit-oriented development, commercial corridors, the Central Manufacturing District, neighborhood identity, and housing. Workshop participants provided both written and visual input on these topic areas.

Guiding Principles

This section summarizes McKinley Park residents and stakeholders' most valued guiding principles for the neighborhood plan. Participants used both dots and comments to signal their thoughts and values, as shown in Figure 1: Community Input for Guiding Principles

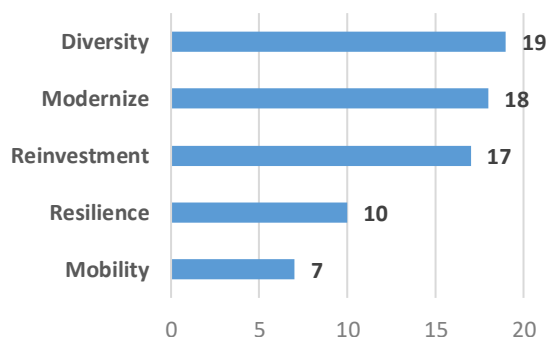
Figure 1: Community Input for Guiding Principles





The guiding principles of diversity, reinvestment, and modernization were most important to the community. Participants commented on the need to not only "maintain diversity, but also [to actively] improve it." Commentary discouraging the development of luxury housing resonated with participants, as well as the need to provide services for the aging population. For the guiding principle of reinvestment, participants emphasized equitable mixed-use development and commented on the need to promote the arts. For the guiding principle of modernize, participants noted that health and well-being, especially related to environmental justice, should be intrinsic values for the community. For resilience, participants commented on the need to invest in public schools.

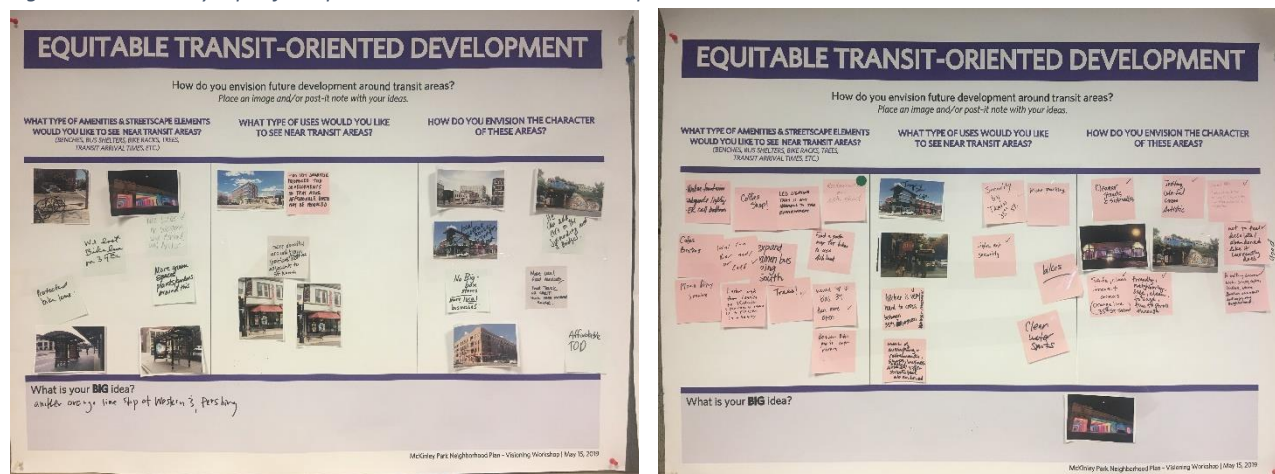
Figure 2: Rank of Guiding Principles



Equitable Transit-Oriented Development

This section outlines residents' and stakeholders' vision for (1) amenities and streetscape elements, (2) types of use, and (3) character around transit areas in the neighborhood. Participants used both images and comments to illustrate their future vision for the transit areas.

Figure 3: Community Input for Equitable Transit-Oriented Development



Overall, participants wanted to see streets more thoughtfully designed for pedestrians and bicyclists; more restaurants, cafes, and other local businesses; and more lights, trees, and art for a welcoming experience around transit areas.

Amenities and Streetscape Elements	Use Types	Character
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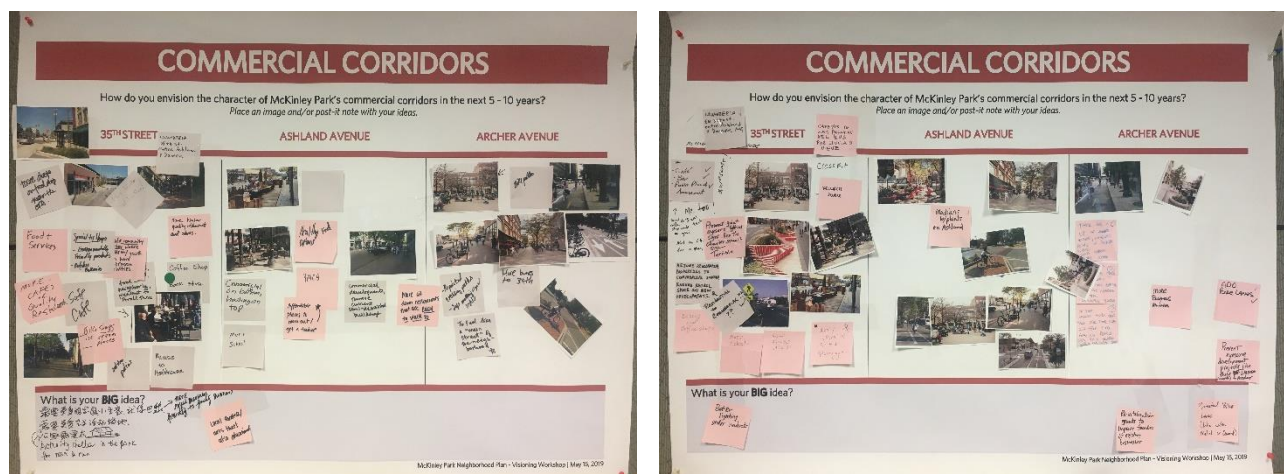
<ul style="list-style-type: none">• Increased bus service on the 39 and 50• Bike paths/lanes and bike parking• Transit shelters• Green spaces, plants, trees, and water features• Increased lighting, especially under underpasses• More Divvy stations• Locally-run restaurants, cafes, and bars• Lighting• Drinking fountains	<ul style="list-style-type: none">• Increased density• Mixed-use (housing, restaurants, shops, businesses)• Multiple modes of transportation (bus, walking, biking)• Parking	<ul style="list-style-type: none">• Local café and food vendors• Local businesses (no big-box vendors)• Affordable• More art in the surrounding areas• Mixed-use development• Low-rise development (3-4 stories)• Clean streets and sidewalks• Welcoming/artistic lighting• Trees and landscaping• Safe, friendly, neighborly, inviting• Colorful• Not desolate and abandoned as it feels now
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Participants had several big ideas for equitable transit-oriented development, including well-lit and aesthetically-pleasing viaducts and an additional orange line station at Western and Pershing.

Commercial Corridors

Workshop participants were also asked about their vision for the commercial corridors on (1) 35th Street, (2) Ashland Avenue, and (3) Archer Avenue. Participants used both images and comments to illustrate their future vision for these corridors.

Figure 4: Community Input for Commercial Corridors





Participants had distinct visions for each of the commercial corridors. Participants envisioned 35th street as the main commercial corridor for the neighborhood, bustling with amenities, retail, services, community spaces, and more programming for arts and youth. Participants wished that Archer Avenue felt more like part of the neighborhood as opposed to solely the main thoroughfare for cars, focusing on making the corridor more people-centric. Lastly, participants imagined Ashland Avenue as a smaller mixed-use commercial corridor for the neighborhood, meeting residents' need to access healthy foods and exercise opportunities.

35 th Street	Ashland Avenue	Archer Avenue
<ul style="list-style-type: none">• Access to healthcare• Transit shelters• Laundromat• Storefront occupancy• More cafés and quality restaurants• More shops, including food, book, and specialty shops• Community center• Outdoor patios/seating• Wider sidewalks• Public spaces/parks• Exercise studios• Art and music schools/programs• Mixed-use development• Programming for youths	<ul style="list-style-type: none">• Public outdoor seating• YMCA and other affordable exercise studios• Healthy food options• Mixed-use development• Music schools• Removal of semi-demolished buildings• Restaurants• Median with plants/landscaping• Biking and bike parking• Low-rise scale	<ul style="list-style-type: none">• To feel like a main street of the neighborhood• Biking paths and parking• Public outdoor seating• Better maintenance of pedestrian crossing zones and safe crossing lights• Services and assistance for people who are homeless• No eyesore development projects

Participants' big ideas for these three corridors included protected bike lanes, grants for the revitalization and beautification of existing businesses' facades, improved lighting under viaducts, more shelters in the park, and educational arts programming, and more small businesses.

Central Manufacturing District

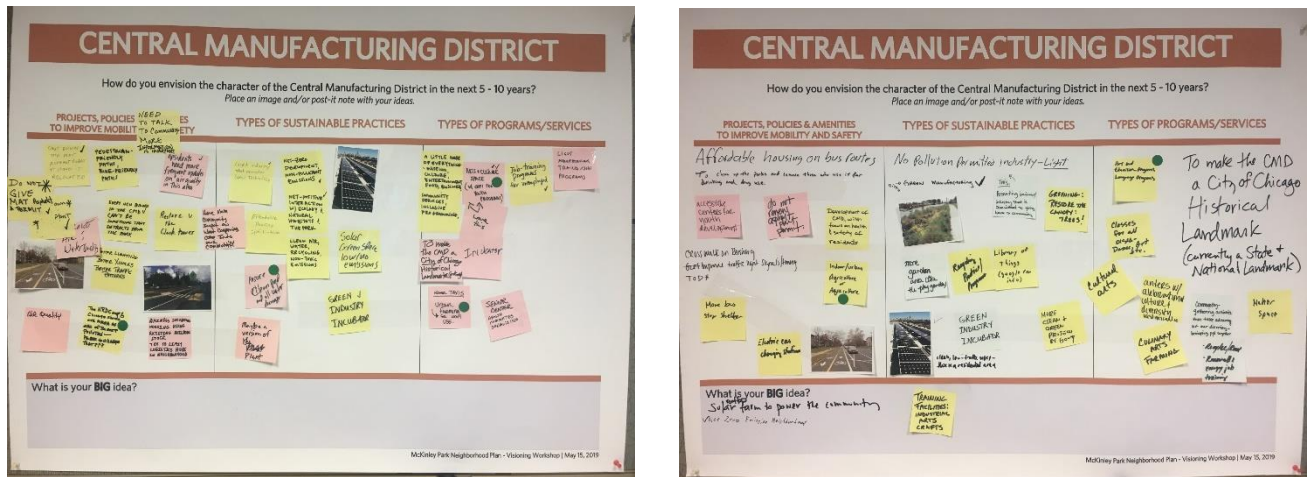
This section describes participants' vision for the Central Manufacturing District's character in the next 5-10 years. Specifically, participants were asked to brainstorm suitable (1) projects, policies, and amenities to improve mobility and safety, (2) types of sustainable practices, and (3) types of programs/services. Participants used both images and comments to illustrate their future vision for the central manufacturing district.



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Figure 5: Community Input for Central Manufacturing District



Projects, Policies, & Amenities for Mobility and Safety	Sustainable Practices	Programs and Services
<ul style="list-style-type: none">Improved air and water quality and pollution regulationPedestrian and bike-friendly pathsImproved traffic patterns and crosswalksLightingShut down the MAT asphalt plantCommunity input on new businesses coming into the area, especially on industrial businessesFocus on the health and safety of residentsMore community outreach on air qualityRestore clock towerBusiness incubatorsUsing existing building stockLimit logistics hubs in the neighborhoodRestore the clock towerAffordable housing along bus routes	<ul style="list-style-type: none">Light industryGreen technologyGiving back to the communityAffordable housing initiativesNet-zero developmentNon-pollutant emissionsNet-positive interaction w/ ecology & natural habitats & the parkSolar panelsClean pondGreen industry incubatorMaybe a version of the plant?Trees and more greeningLow-traffic usesRecycling	<ul style="list-style-type: none">Arts and culture space and programming, including for youthsLanguage programsCenters with the collaboration of culture and diversityCulinary artsUrban farmingCommunity gathering activitiesRecyclingMaker space and incubatorCMD as a historical landmark in the city of ChicagoJob training programsInclusive programmingWater taxisSenior center



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<ul style="list-style-type: none">• Maintain cleanliness of parks• Accessible centers for youth development• Agriculture/aquaculture• Electric car charging stations• Bus stop shelters• Transit-oriented development		
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Participants had several big ideas for the central manufacturing district, including solar farming, encouraging net-zero emissions, and training programs for industry, arts, and crafts.

Neighborhood Identity

This section summarizes participants' vision for neighborhood identity through arts and culture, parks and open space, and the river. Participants used both images and comments to illustrate their input.

Figure 6: Community Input for Neighborhood Identity



Arts & Culture	Parks & Open Space	River
<ul style="list-style-type: none">• Murals, outdoor art installation, and artwork• Art festivals• Artist cooperative space• Galleries• Theatre and venues to see movies/plays/concerts/live music	<ul style="list-style-type: none">• Park as a place to share about our community and as the center of the community• Park as a venue for movies and music• More farmers markets• Environmental justice and climate resilience• Lifesaving rings for pool• Cleaner air and water	<ul style="list-style-type: none">• Healthy, clean river• Water sports and activities• River walking path• Biking and walking paths that connect to the loop's riverwalk• Shelter• Animal sanctuary• Enhance river and access to the river• Water taxis• Nature programs



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<ul style="list-style-type: none">• Art classes and programming, especially for youth• Cultural events that connect to other city resources• Activities that bring together diverse communities• Cultural centers	<ul style="list-style-type: none">• Walking paths, benches, and other features• Improved stormwater management• More indoor space for sports• Improve features for safety at night• Improve the library• Free exercise classes like tai chi or yoga• Community and family center• Roofed picnic areas• More classes for residents	<ul style="list-style-type: none">• Connect Bright Park, McKinley, Bridgeport, and Chinatown through the river
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Residents proposed making McKinley Park a destination by creating a focal point (like a market or museum).

Housing

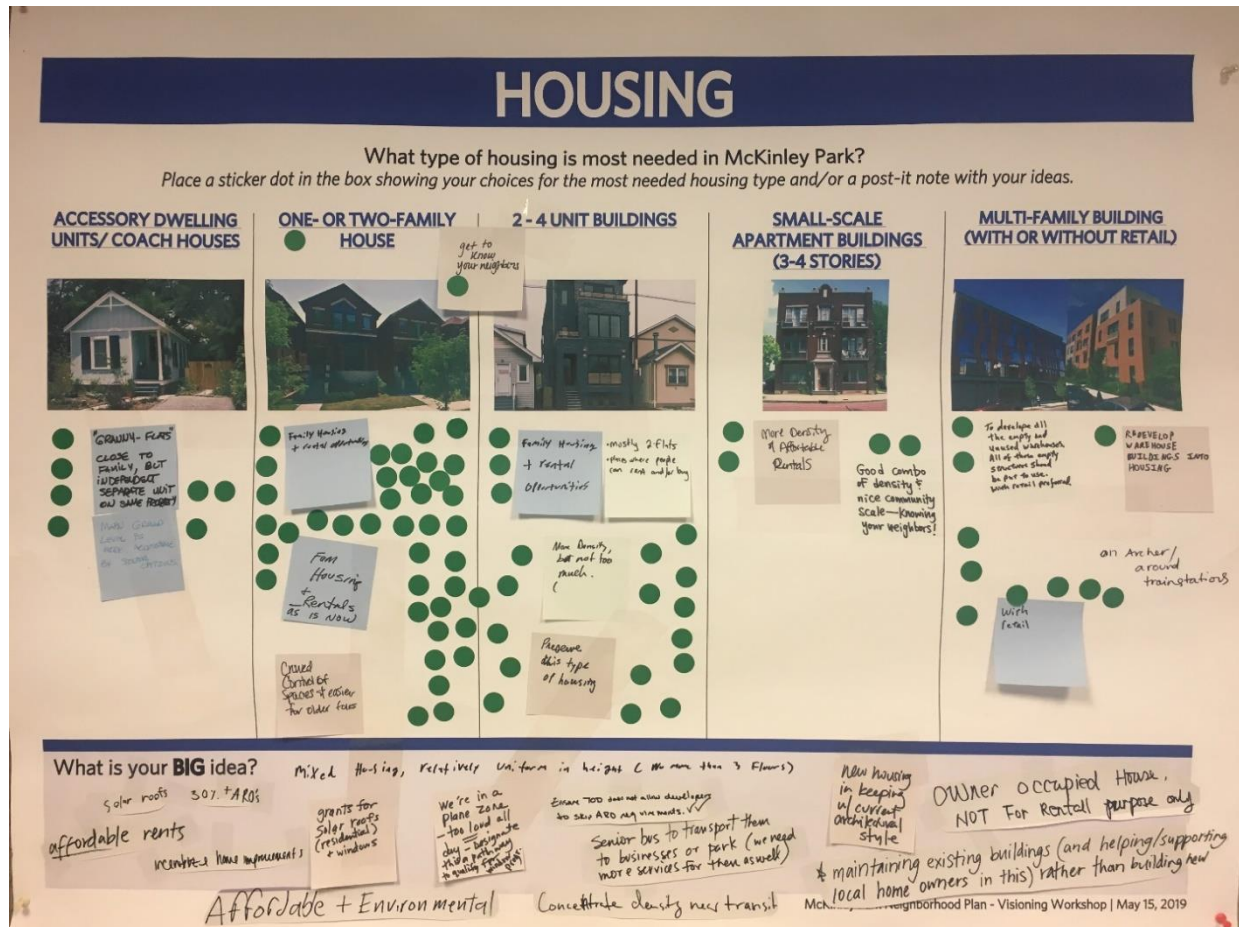
This section outlines participants' perspectives on the most-needed housing types in the neighborhood. Participants reacted to five different housing typologies by voting through sticky dots and by written commentary.



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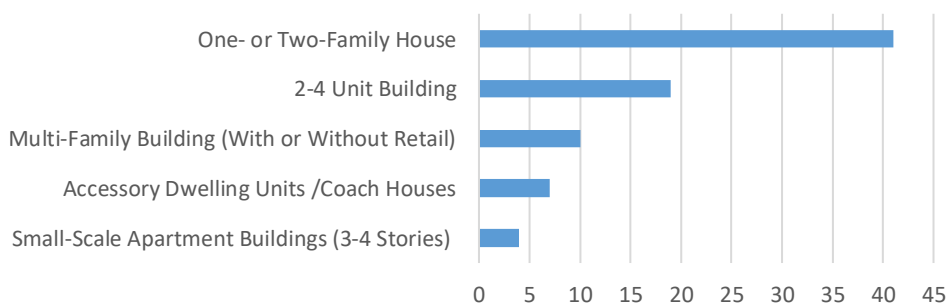
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Figure 7: Community Input for Housing



Overall, residents supported a wide variety of housing types but most strongly supported one- or two-family housing as the most needed housing type, followed by 2-4 unit buildings. Residents emphasized the importance of people's ability to rent or buy these housing units. For one- or two-family housing, residents emphasized maintaining the housing stock character as it is currently and cited crown control and ease of access for older residents. For 2-4 unit buildings, residents cited increasing the density slightly and preserving these places as opportunities for people to rent and/or buy.

Most Needed Housing





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Though multi-family buildings garnered less support, residents emphasized that these were opportunities to redevelop existing vacant structures like warehouses into housing and retail. These were preferred around transit stops, aligning with goals of transit-oriented development. Residents also showed some support for accessory dwelling units, seeing these as opportunities to have housing near family but still separate and opportunities for more accessible housing for senior citizens. Residents supporting small-scale apartment buildings cited them as opportunities for affordable rental units and a nice combination of density and community.

Participants had several big ideas for housing. Residents underscored the importance of affordable housing, mixed-income housing, and the affordable requirements ordinance, stating that the community should "ensure transit-oriented development does not allow developers to skip [requirements in the affordable requirements ordinance]." Residents also wanted programming to incentivize home improvements, stressing that the community should "[maintain] existing buildings and [help/support] local homeowners in this, rather than building new." Because the neighborhood is near plane pathways, residents wanted the neighborhood designated to qualify for window improvement programming. They also saw supporting solar roofs and windows through grant programming as an opportunity to be more green. For new development, residents emphasized the need to keep new housing in character with current architectural styles and the need to concentrate density near transit stations. Lastly, residents suggested improving bus programming for seniors to help them get to amenities as needed.